

2007-R-085

Property Owner: Jeff Ates, IV

Agent: Roy V. Andrews, Esq (Lindsay & Andrews, P.A.)

Project Name: Jeff Ates Road

Existing Zoning: AG (Agriculture District)

Requested Zoning: M2 (General Industrial District)

Existing FLUM: Industrial

Requested FLUM: No Change

STAFF ANALYSIS

Part I. General Information:

Applicant: Jeff Ates IV

Agent: Roy V. Andrews, Esq (Lindsay & Andrews, P.A.)

Project Location: Jeff Ates Road, East Milton

Parcel Number: APO 28-2N-27-0000-00404-0000
(A portion of all parcels as depicted on survey)

Parcel Size: 26.56 (+/-) acres

Purpose: General Industrial

Requested Action: Amendment of the Land Development Code Official Zoning Map changing the zoning district **from AG to M2**

Existing Zoning Description: AG (Agriculture District) allows detached single family residential structures and mobile homes. Also allows accessory structures, facilities and uses customarily found on farms and used expressly for activities conducted in connection with farming operations, commercial and non-commercial agriculture, poultry, horse and livestock raising, provided all buildings for such accessory uses meet setback requirements for primary buildings. Maximum allowable density = 1 dwelling unit (du) per acre.

Proposed Zoning Description: General Industrial (M2) district is designed to accommodate intensive industrial uses such as heavy manufacturing, processing, fabrication and other activities. Community facilities and trade establishments which provide needed services to facilities and trade establishments which provide needed services to industrial development also may be accommodated in the district. One single family dwelling unit, occupied by the owner or an employee of the principal use, is permitted for security purposes.

Existing FLUM: Industrial

Proposed FLUM: No change

Current Use of Land: Vacant/Wooded

Surrounding Zoning: There is a variety of M1 (Restricted Industrial District) and M2 (General Industrial District) located south along Jeff Ates Road. The rest of the property is surrounded by the agriculture zoning district.

Rezoning History: In July 2006, 125 acres south and southeast of the subject property along Jeff Ates Road was rezoned to M1 (Restricted Industrial). In May 2006, 160 acres south of the property

was rezoned from AG to M2 as part of the Santa Rosa County Industrial Park. In 1994, 235 acres southwest of the property was rezoned from AG to M2 as part of the Santa Rosa County Industrial Park.

Part II. Data and Analysis (Consistency with the Santa Rosa County Comprehensive Plan):

A. Infrastructure Availability:

(1) Predicted Maximum Roadway Impact:

Assuming all of the projected vehicle trips impact Highway 90 (which is evaluated using peak hour, peak direction trips), the approximate 11 peak hour direction trips produced by the current zoning could increase by an additional 19 new peak hour direction trips, for a total of 30 such trips with the proposed zoning. Rated at LOS Standard "D", the current available capacity of 339 trips for Highway 90 thus indicates available capacity for the proposed zoning and is not expected to decrease the LOS below its current "D" Standard. Specific traffic computations are provided as an appendix to this analysis.

(2) Potable Water:

East Milton Water System

Maximum Capacity:	5.1 million gallons per day
Average Flow:	1.1 million gallons per day

Connection to the East Milton Water System is the developer's responsibility and will require plan review and connection in compliance with East Milton Water System regulations. If development plans are approved, the proposed is not expected to create capacity problems for the servicing water provider.

(3) Sanitary Sewer:

Sanitary sewer in the general vicinity serviced by the City of Milton would require construction of wastewater transmission lines by the developer with approval from the servicing utility provider. If development plans are approved, the proposed is not expected to create capacity problems for the servicing sewer provider.

(4) Solid Waste:

The applicant indicates a private hauler will be used to transport solid waste from the site. Currently the landfill has approximately 52% of the permitted airspace remaining. Based on estimated population projections, the remaining life of this airspace is approximately 30 years.

(5) Parks, Recreation and Open Space:

A rezoning to M-2 would not increase demand on recreation facilities.

B. Compatibility:

Policy 5.1.C.8 of the Comprehensive Plan states:

"the County shall continue to utilize the Future Land Use Map amendment, rezoning, conditional use and special exception approval process to assure that new proposed land uses are compatible with existing residential uses, and will not significantly contribute to the degradation of residential neighborhoods."

The property appraiser's assessment of the existing land use within the area indicates a variety of agriculture, utilities, institutional, industrial, publicly owned properties and a small number of single family residences. Proposed general industrial use of the site is generally compatible with these existing uses and is thus consistent with this policy.

C. Suitability:

Policy 3.1.E.6 of the Comprehensive Plan states:

"the County shall use the latest version of the Flood Damage Prevention Ordinance promulgated by the FEMA to determine the location of the 100-year floodplain and flood prone areas and development shall be limited in those areas, consistent with FEMA requirements."

This rezoning request is located within a FEMA Zone "X", which means an area determined to be outside the 500-year floodplain. This request is thus consistent with this policy.

D. Urban Sprawl

Policy 3.1.G.4 of the Comprehensive Plan states:

"no future land use category may be changed and no rezoning may be approved unless a finding is made that the change in land use or land use classification or zoning category will promote compact development and discourage urban sprawl. The Santa Rosa County Board of County Commissioners shall be responsible for making such finding upon receipt of a report from the LPA."

This rezoning application would not result in a finding of urban sprawl under the proposed General Industrial (M2) zoning classification. The request is, therefore, consistent with this policy.

2007-R-085 Traffic Analysis Append

For the AG estimation:

Single Family Detached Housing (210)

26.56 acres x 1 du's/acre = 26.56 possible units
Average Rate: $9.57 \times 26.56 = 254.17$ Average Daily Trips
Driveway %: $0.50 \times 254.17 = 127.08$ Average Daily Trips
New Trip % = 100%; $127.08 \times 1.00 = 127.08$ New Daily Trips

Selection of the ITE data plot (210) for Single Family Detached Housing was made because this was the worst case scenario or the maximum allowable level of development intensity within the zoning district. The independent variable (Dwelling Units) was chosen in accordance with professionally accepted practices: there was a coefficient of determination of 0.96 for this data plot; the standard deviation of 3.69; and there was a large sample size (350 studies).

Single Family Detached Housing (210)

28.56 acres x 1 du's/acre = 28.56 possible units
Average Rate: $1.01 \times 28.56 = 28.84$ Average Daily Trips
D Factor: 0.594: $28.84 \times 0.594 = 17.13$ Peak Hour Direction Trips
Driveway %: $0.63 \times 17.13 = 10.79$ Peak Hour Direction Trips
New Trip % = 100%; $10.79 \times 1.00 = 10.79$ New Peak Hour Direction Trips

Selection of the ITE data plot (210) for Single Family Detached Housing was made because this was the worst case scenario or the maximum allowable level of development intensity within the zoning district. The independent variable (Dwelling Units) was chosen in accordance with professionally accepted practices: there was a coefficient of determination of 0.91 for this data plot; the standard deviation of 1.05; and there was a large sample size (302 studies).

For the M2 estimation:

General Heavy Industrial (120)

Area of site: 26.56 acres
ITE Average Rate: 26.56/acre ($26.56 \times 6.75 = 179.28$ Average Daily Trips)
Driveway Directional Distribution: 50% ($179.28 \times 0.50 = 89.64$ Average Daily Trips)
New Trip Percentage: 92% ($89.64 \times 0.92 = 82.46$ New Daily Trips)

Selection of the ITE data plot (120) for General Heavy Industrial was made because the applicant has provided information as to the type of development proposed. There was not a coefficient of determination for this data; the standard deviation was 8.62; and there was a small sample size of 3 studies.

General Heavy Industrial (120)

Area of Site: 26.56 acres

ITE Average Rate: 26.56/acre ($26.56 \times 4.22 = 112.08$ Average Daily Trips)

D Factor: 0.594: $112.08 \times 0.594 = 66.57$ Peak Hour Direction Trips

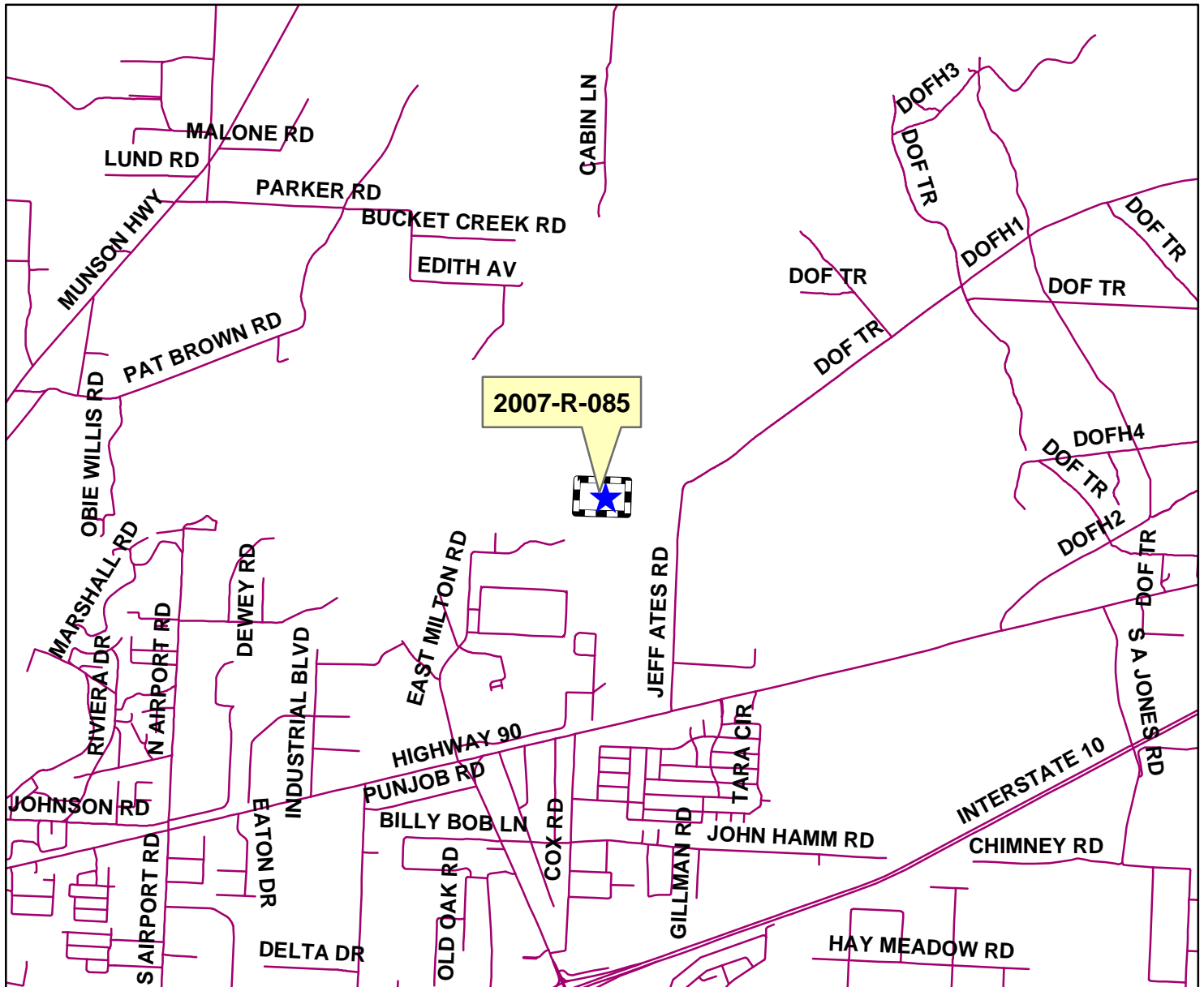
Driveway %: $0.50 \times 66.57 = 33.28$ Peak Hour Direction Trips

New Trip % = 92% ($33.28 \times .92 = 30.62$ New Peak Hour Direction Trips)

Selection of the ITE data plot (120) for General Heavy Industrial was made because the applicant has provided information as to the type of development proposed. There was not a coefficient of determination for this data; the standard deviation was 4.18; and a there was a small sample size of 3 studies.

Y:\PlanZone\2007 CPA & Rezoning\INDIVIDUAL PROJECTS for 2007\07-R-085; RAndrews, Ates; Rezone Ag to M2 (26.56 acres)\2007-R-085 Traffic Analysis Append.doc

Location Map (2007-R-085)



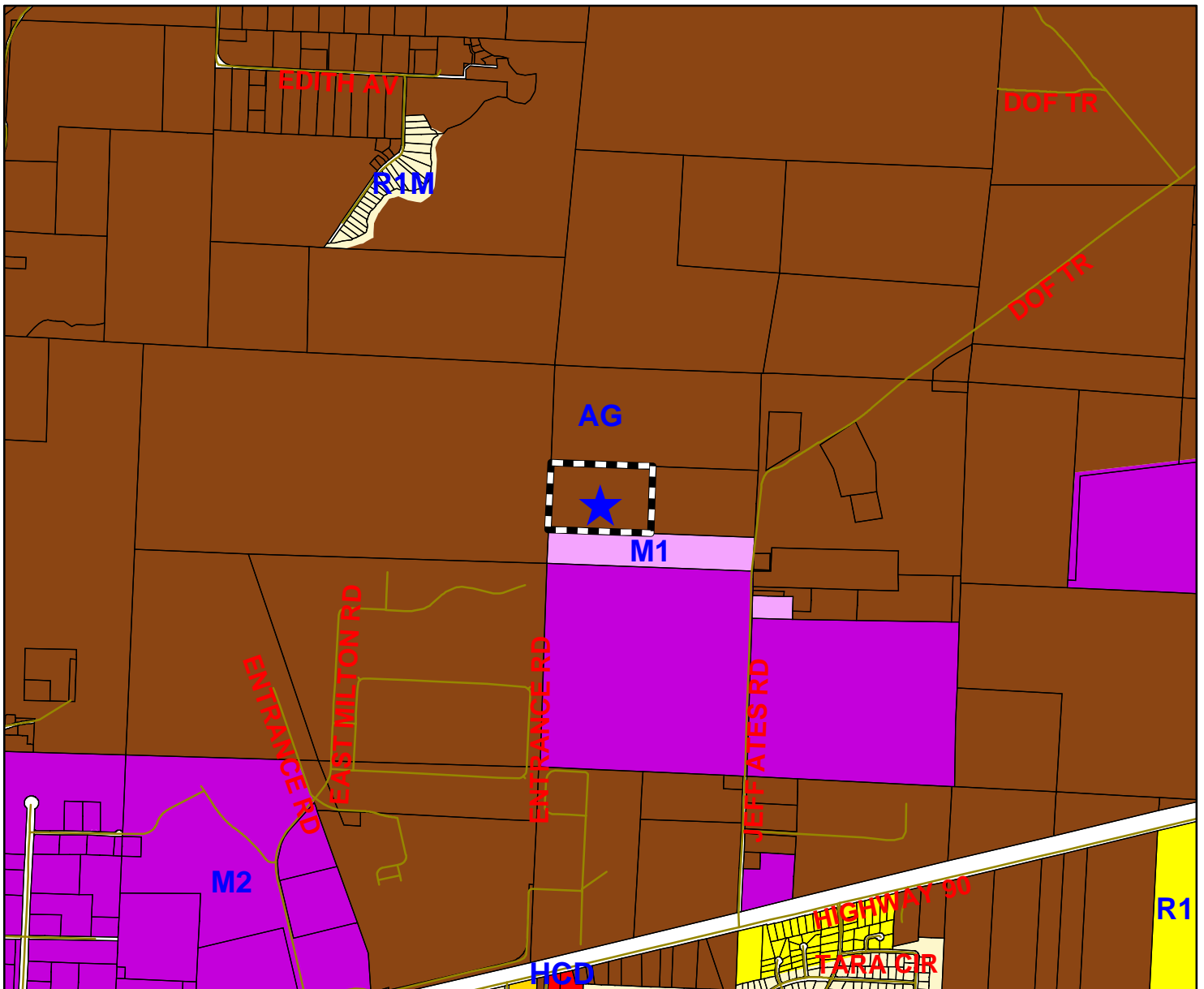
1 inch equals 4,000 feet



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Current Zoning (2007-R-085)



1 inch equals 2,000 feet



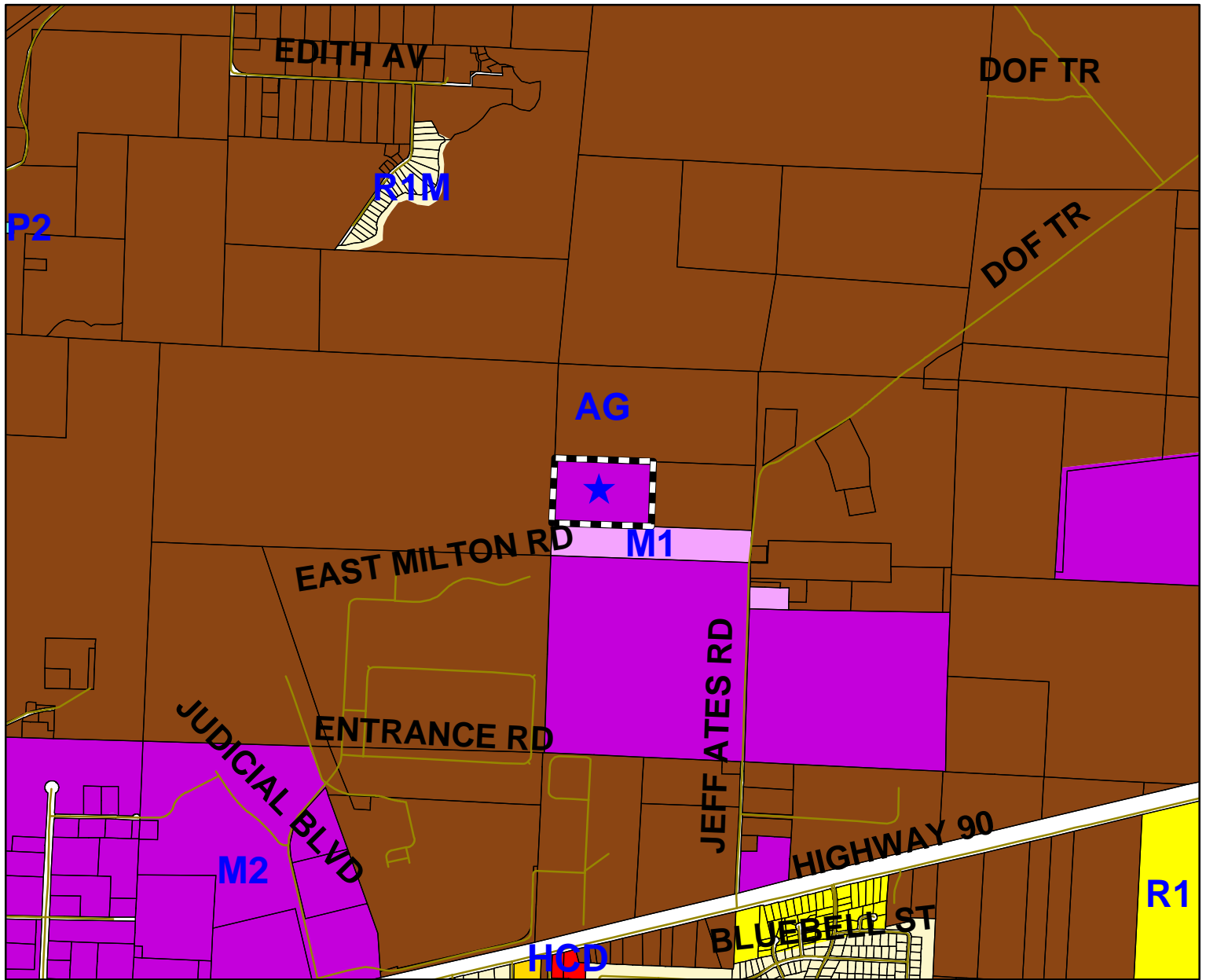
Legend

Streets	07-R-085 Rezoning	Historical/Multiple Family (HR-2)	Mixed Residential Subdivision (R-1M)	Navarre Beach - Planned Mixed Use Development
Parcels		Restricted Industrial (M-1)	Medium Density Residential (R-2)	Navarre Beach - Conservation/Recreation
Zoning District		General Industrial (M-2)	Medium Density Mixed Residential (R-2M)	Navarre Beach - Single Family
Agriculture/Rural Residential (AG)		PID	Medium High Density Residential (R-3)	Navarre Beach - Medium High Density
Agriculture (AG2)		Neighborhood Commercial (NC)	Rural Residential Single Family (RR-1)	Navarre Beach - Utilities
Marina (C-1M)		Passive Park (P-1)	Town Center 1 (TC1)	State
Marina and Yacht Club (C-2M)		Active Park (P-2)	Town Center 2 (TC2)	Right of Ways
Historical/Commercial (HC-1)		Planned Business District (PBD)	Navarre Beach - Commercial	Military
Highway Commercial Development (HCD)		Planned Unit Development (PUD)	Hotel - Navarre Beach	Water
Historical/Single Family (HR-1)		Single Family Residential (R-1)	Navarre Beach - High Density	Municipal Boundaries
		Single Family Residential (R-1A)	Navarre Beach -Medium Density	

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Proposed Zoning Map (2007-R-085)



1 inch equals 2,000 feet



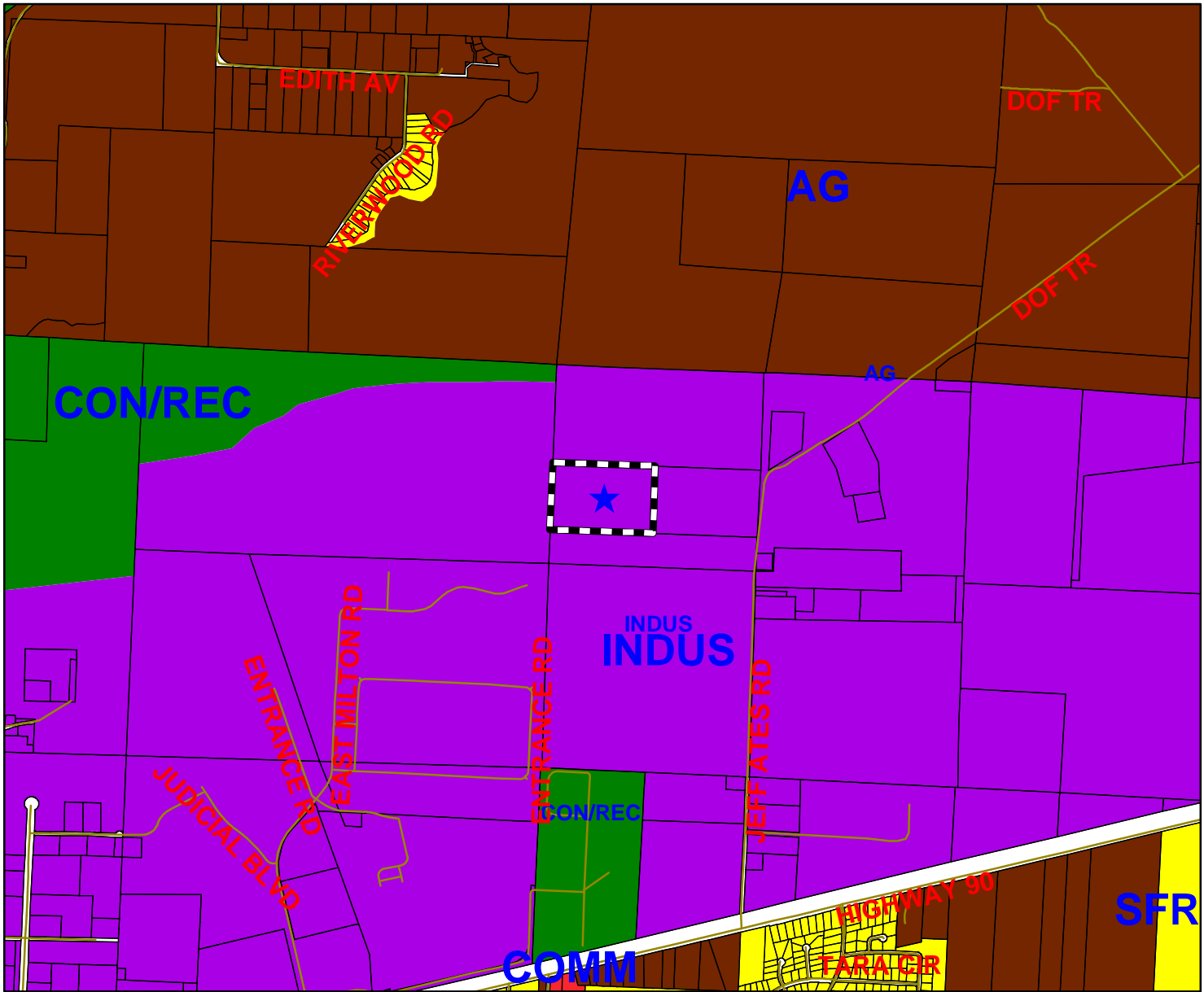
Legend

Streets	Historical/Multiple Family (HR-2)	Mixed Residential Subdivision (R-1M)	Navarre Beach - Planned Mixed Use Development
07-R-085 Rezoning	Restricted Industrial (M-1)	Medium Density Residential (R-2)	Navarre Beach - Conservation/Recreation
Parcels	General Industrial (M-2)	Medium Density Mixed Residential (R-2M)	Navarre Beach - Single Family
Zoning District	PID	Medium High Density Residential (R-3)	Navarre Beach - Medium High Density
Agriculture/Rural Residential (AG)	Neighborhood Commercial (NC)	Rural Residential Single Family (RR-1)	Navarre Beach - Utilities
Agriculture (AG2)	Passive Park (P-1)	Town Center 1 (TC1)	State
Marina (C-1M)	Active Park (P-2)	Town Center 2 (TC2)	Right of Ways
Marina and Yacht Club (C-2M)	Planned Business District (PBD)	Navarre Beach - Commercial	Military
Historical/Commercial (HC-1)	Planned Unit Development (PUD)	Hotel - Navarre Beach	Water
Highway Commercial Development (HCD)	Single Family Residential (R-1)	Navarre Beach - High Density	Municipal Boundaries
Historical/Single Family (HR-1)	Single Family Residential (R-1A)	Navarre Beach -Medium Density	

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Future Land Use (2007-R-085)



1 inch equals 2,000 feet

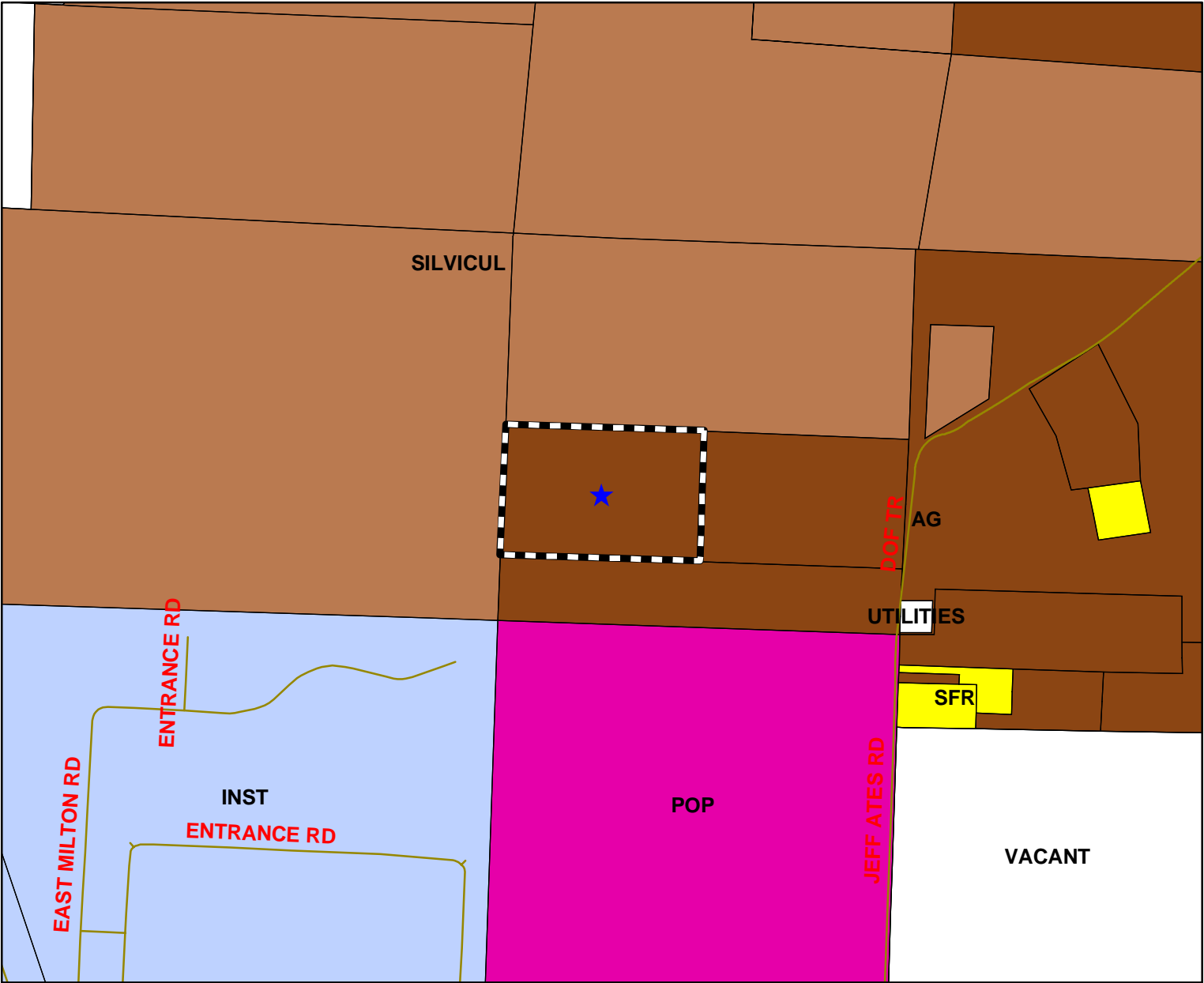


Legend

Streets	GP SINGLE FAMILY RESIDENTIAL (GPSFR)	NAVARRE BEACH MEDIUM DENSITY RESIDENTIAL (NBMDR)
07-R-085 Rezoning	GP RURAL RESIDENTIAL (GPRR)	NAVARRE BEACH MEDIUM/HIGH DENSITY RESIDENTIAL (NBMDHR)
Parcels	BAGDAD HISTORIC DISTRICT (HIS)	NAVARRE BEACH HIGH DENSITY RESIDENTIAL (NBHDR)
FLUM	INDUSTRIAL (INDUS)	NAVARRE BEACH MIXED RESIDENTIAL/COMMERCIAL (NBMRC)
AGRICULTURE (AG)	MARINA (MARINA)	NAVARRE BEACH UTILITIES (NBU)
SINGLE FAMILY RESIDENTIAL (SFR)	MILITARY (MIL)	CITY
MEDIUM DENSITY RESIDENTIAL	MIXED RESIDENTIAL COMMERCIAL (MRC)	RAIL
RESIDENTIAL (RES)	NAVARRE BEACH COMMERCIAL (NBCOMM)	WATER
COMMERCIAL (COMM)	NAVARRE BEACH LOW DENSITY RESIDENTIAL (NBLDR)	
CONSERVATION/RECREATION (CON/REC)		

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Existing Land Use Map (2007-R-085)



1 inch equals 1,000 feet



Legend

	Streets		City		Recreation/Open Space
	07-R-085 Rezoning		Commercial		Right of Way
	Parcels		Institutional		Single Family Residential
ELUM			Military		Silviculture
CATEGORY			Mixed Residential/Commercial		Unknown
	Agriculture		Office		Vacant
	Agriculture Homestead		Public Owned Property		Water
	Condo/Townhomes		Recreation/Commercial		

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Aerial (2007-R-085)



1 inch equals 1,000 feet



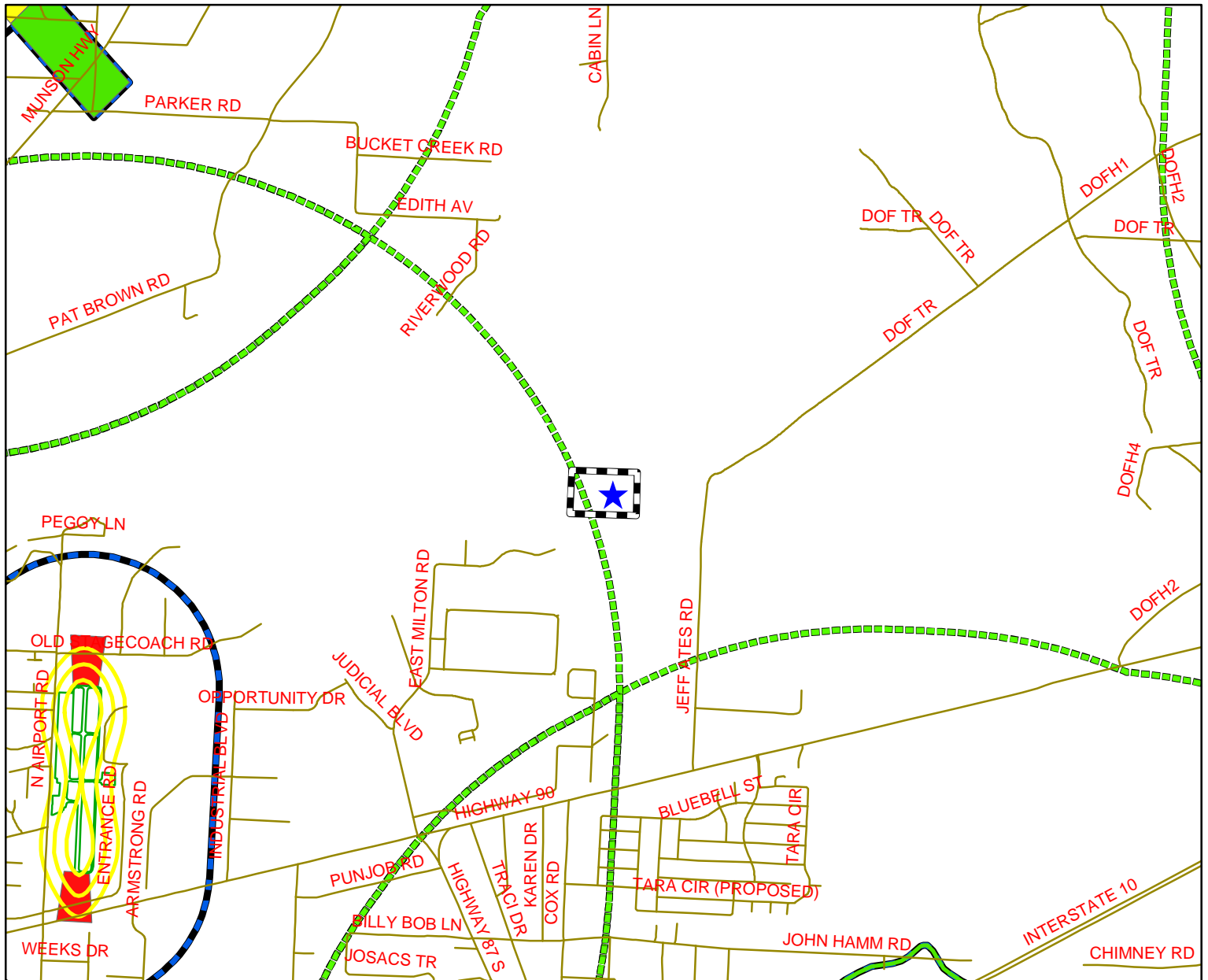
Legend

-  Streets
-  07-R-085 Rezoning
-  Parcels

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Peter Prince Public Airport Influence Area (2007-R-085)



0 1,400 2,800 5,600 Feet



Legend

Streets
2007-R-085 Rezoning
noise contours

DB
Less than 65db
65 - 75db
Greater than 75db
Airfields

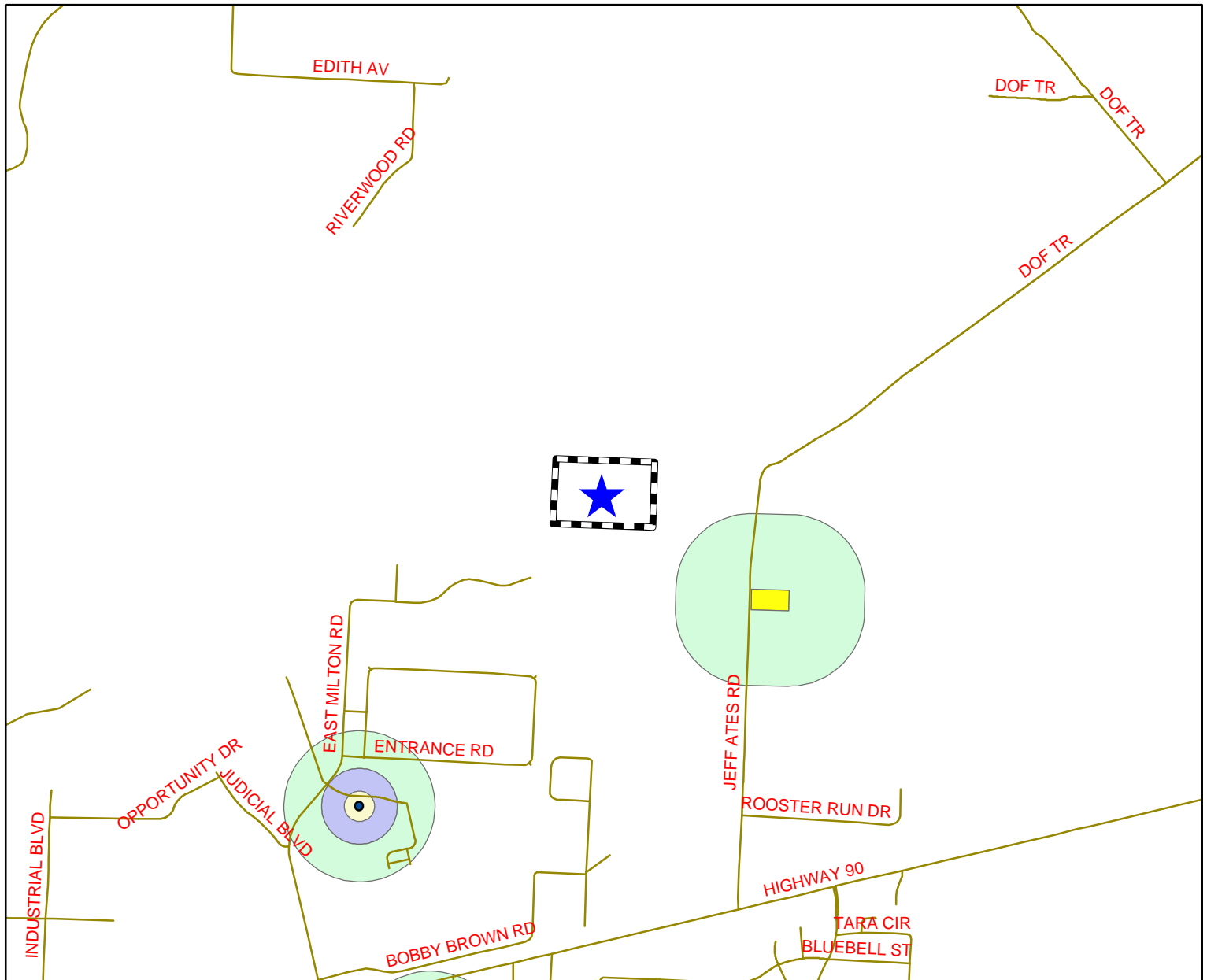
APZ

Accident Potential Zones
A
B
C
MAZPAZ
Military Airport Influence Area

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Wellhead Protection Map (2007-R-085)



0 1,250 2,500 5,000 Feet



Legend

- Streets
- 1000'_Buffer_of_sand_and_gravel_only
- Proposed Wellhead
- 07-R-085 Rezoning
- wells
- 200'_Buffer_of_Potable_Water_System_(DEP)
- 200'_floridan_only
- 500'_s&g_only
- 500'_Buffer_of_Potable_Water_System_(DEP)
- 1000'_Buffer_of_sand_and_gravel_only

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